

MUMBYA
Japanese Photographers.
All kinds of Photographic
Work done in latest styles
also Passport Photos.
Developing and Printing for
Amateurs & Specialists.
No. 84, Queen's Road Central
Tel. 324.

The China Mail.

ESTABLISHED 1845

THE OVERLAND CHINA MAIL.
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world, \$15
PER ANNUM.

No. 18,850

號七十月五年七十壹百九千壹英

HONGKONG, THURSDAY, MAY 17, 1917.

巳丁大歲年六國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:

A. S. WATSON & Co., Ltd.
WINE & SPIRIT MERCHANTS.
HONGKONG.
Tel. 616.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000 Tons, 4,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

HUBBARD
AND
OVERLAND
MOTOR
CARS



HART
DAVIDSON
MOTOR
CYCLES

TELEPHONE 482.
COME AND INSPECT.
BEST CARS IN THE COLONY FOR HIRE.

NESTOR SANITARY FLUID.

RELIABLE DISINFECTANT.

Two tablespoonsful to a gallon of water for washing
floors, etc. is most useful for the destruction of Fleas.

Per Pint Tin 50 cents
Per Gallon Tin \$2.50.

VICTORIA DISPENSARY.

32, Queen's Road, Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAD	4 STRAND
1" to 15"	6" to 16"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length

Please, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

ROBERT PORTER & SON'S

BULL DOG

LIGHT ALE

IN PINTS AND SPLITS

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

HONGKONG.

Telephone No. 616.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 250 tons.

Works Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 458.
Slipway: Sham-Sui-Fo, Kowloon, Hongkong. Telephone No. 2.
Yachtsmen furnished on application.

Begun, April 1, 1912.

WONG TUNG WA, Manager.

BUSINESS NOTICES.

TAIKOO DOCKYARD.

BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION.
— THE TAIKOO DOCKYARD & ENGINEERING COMPANY —
— OF HONGKONG, E.P. —
AGENTS:
— TONGKICK & Co. —
— SUTHERLAND & White —
— TELEPHONE NO. 212 —

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGARA,
MANAGER.

PEAK HOTEL.

ADAMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.

Terms: From \$5 per day max.

Telegraph add: "Peaceful"
P. O. PEUSTER,
Manager.

TO THOSE GOING HOME

Keep in touch with local happenings
by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong, and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE

IT WHILE AT HOME

Price \$15 PER ANNUM, INCLUDING POSTAGE.

ON BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE FUTURE OF THE EMPIRE.

THE VIEWS OF GENERAL SMUTS.

LONDON, May 15.
General Smuts was the guest of the Members of the House of Lords and the House of Commons at a banquet which took place in the Royal Gallery and over which Lord French presided.

General Smuts said: The spirit of comradeship on the battlefields of Europe is more powerful than any instrument the Government could invent. Our Commonwealth would go to pieces if its world-wide communications were not maintained.

Germany, for the last thirty years, had settled everywhere in those communications and the day would have come when the Empire would have been jeopardised by the cutting of these communications. Now the world, outside of Europe had been cleared of the enemy and we had almost providentially been brought to a position that we could consider the future problem as a whole.

General Smuts said he hoped, when the time for settlement came, that we would remember not merely Central Europe, but the whole of the British Empire. He did not wish the Empire to have fought in vain. We did not fight for material gain nor for territory, but for our future security.

But the difficult question of future constitutional relations and readjustment within the Empire remained. "We are not an Empire in the German sense," he said, "but a system of nations, almost sovereign and almost independent. We are rather a Commonwealth than an Empire and its future government is an entirely new problem. The system of the United States would not work and we do not want to standardise the nations of the Empire. The only solution is supplied by our traditions of freedom and self-government. There are two potent factors on which we must rely. The first is, hereditary Kingship. You cannot make a republic of this country or of the British Commonwealth of nations because you would have to elect a President, not merely here but everywhere in the Empire, in India and in the Dominions; and here you would be confronted with an absolutely insoluble problem. Let us be thankful for the mercuries we have in a Kingship which is really not very different from a hereditary republic. I should not be surprised if the time came, when our Royal Princes, instead of getting consorts from the Princelings of Europe, will seek consorts in the outlying portions of the Empire. (Laughter and cheers.)

After commenting on the present system of Imperial conferences as not being completely successful, General Smuts suggested the convening of the more important rulers of the Empire, once a year to lay down a common policy.

Diplomatic finesse was not understood in the Dominions, and if our foreign policy was going to rest on the whole Empire, it must be simpler and more intelligible. Nobody disputed the supremacy of the Imperial Parliament which would be always the senior partner. It might be said that hereditary Kingship and common council at the head of affairs was insufficient to keep the whole system together. He disagreed with that. (Cheers.) If we were true to our traditions we could exercise far greater and more beneficent an influence upon history and mankind than ever. It would depend largely on us whether, in the present struggle, the great prize was achieved or whether the world would again be plunged in disaster. The prize was within our grasp, if we had the strength and soul to see the thing through to the very end.

RUSSIA.

FOREIGN MINISTER OF RUSSIA
RESIGNS.

ST. PETERSBURG, May 16.
M. Miliukoff, Minister of Foreign Affairs, has resigned.

POINTS OF AGREEMENT IN RUSSIA.

ST. PETERSBURG, May 16.

The three cardinal points on which the Government, the Executive Committee of the Duma, and the Committee of the Workmen's and Soldiers' Delegates are agreed are: First, The unity of the fronts with the Allies; second, Full confidence that the revolutionary Democracy is reconstructed in the Cabinet; and third, The plenitude of the powers of the Government.

MESOPOTAMIA.

LONDON, May 16.

An official despatch from Mesopotamia states that although there have been no important operations this month, we have taken 136 prisoners.

THE SILVER MARKET.

LONDON, May 15.

Silver is featureless.

EARLIER TELEGRAMS.

THE HINDENBURG LINE.

LONDON, May 15.

Field-Marshal Sir Douglas Haig reports:—
Further details of the fighting this morning show that the enemy deliberately attempted, by four strong concerted attacks, powerfully supported by artillery, to drive us out of Bullecourt and the section of the Hindenburg line eastward of the village. The first attack temporarily gained a foothold in our trenches on the right flank position of the Hindenburg line, but our counter-attack immediately ejected the enemy, who left 230 killed and wounded.

The artillery dispersed a simultaneous attack on the left flank and repulsed the third attack on the north-eastern corner of Bullecourt. The fourth attack, which was delivered from the south and south-east, drove back our posts in the western portion of the village, a hundred yards. The enemy's losses were heavy.

Hostile artillery activity was heavy at Scarpe.

Two enemy aeroplanes were brought down and another was driven down. Two of ours are missing.

FRENCH ARTILLERY STILL ACTIVE.

LONDON, May 15.

A French communiqué says:—The artillery struggle continued in different sectors.

It is confirmed that the enemy sustained heavy losses in yesterday's attacks.

ITALIAN ACTIVITY.

LONDON, May 15.

An Italian official report states:—There was an intense artillery duel between Tolmino and the sea.

Our raids led to considerable progress on the slopes of Montecucco and the hills eastward of Gorizia and at Vertebizza.

We simultaneously advanced in the northern sector of the Carno. We reached the line eastward of Dossofatti and captured a number of prisoners.

Two hundred bombs were dropped on enemy communications and supply columns eastward of Gorizia.

(Continued on Page 4.)

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報

THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM
NORTH CHINA.

ASK THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS IN CHINA AND JAPAN.

\$17.00 per Annum delivered in Hongkong
\$17.80 to all Coast Ports.

5, WILKINSON STREET, HONGKONG.

INTIMATIONS

UNION WATERBOAT COMPANY.
LIMITED AND REDUCED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 14th May to THURSDAY, 17th May, 1917, both days inclusive. The return of Capital of \$350 per Share will be paid to Shareholders on and after the 29th May, 1917, on presentation of Share Certificates for endorsement.

DODWELL & COMPANY, LIMITED.
General Managers.
Hongkong, May 10, 1917. 1781

THE CHINA-BORNEO COMPANY.
LIMITED

NOTICE TO SHAREHOLDERS

THE FOURTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, 8, George Street, Hongkong, on FRIDAY, the 18th May, 1917, to receive a Statement of Accounts to the 31st December, 1916, and the Report of the General Manager, and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 14th May to the 17th May both days inclusive.

THE CHINA-BORNEO CO., LTD.
W. G. D. RIVY,
General Manager.
Kowloon, May 3, 1917. 1788

PEAR TRAMWAYS COMPANY.
LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 26th May, 1917, at 11.00 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 25th instant both days inclusive.

Pear Tramways Company Limited,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 15, 1917. 1797

A. SWATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY SECOND ANNUAL ORDINARY GENERAL MEETING of the Company (General Meeting) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 26th day of May, 1917, at 11.00 A.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1916.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, 21st May, 1917, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 14, 1917. 1792

NOTICE.

WE beg to notify the public that we shall be REMOVING OUR STORE on the 21st instant to No. 16 Des Vieux Road, the premises now in the occupation of Messrs. THOS. COOK & SON.

ANDERSON MUSIC
COMPANY LTD.

Hongkong, May 15, 1917.

NORTH BRITISH & MERCANTILE
INSURANCE CO.

IN WHICH ARE LISTED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and

THE RAILWAY PASSENGERS
ASSURANCE CO.TOTAL FUNDS at 31st DECEMBER, 1914,
£23,970,367.

I—Authorized Capital £2,000,000
Subscribed Capital £2,500,000
Paid-up Capital £2,437,500
II—Reserve Funds £3,837,047
III—Life & Annuity Funds £17,567,590
Sinking Fund Account £125,250

£23,970,367

Revenue Fire Branch £2,381,456

Life and Annuity Branches £2,141,593

Revenue Marine Department £237,230

Other Receipts £76,943

£25,330,228

The Accumulative Funds of the various Branches are separately invested and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

INTIMATIONS

WANTED.

NURSERY GOVERNESS.

Apply— M. H.
C/o 'CHINA MAIL' Office.
Hongkong, May 15, 1917. 1798

WANTED.

A competent MAN STENOGRAPHER and TYPIST required by a shipping office. For further particulars refer to No. 555.

C/o 'CHINA MAIL' Office.
Hongkong, May 14, 1917. 1793

WANTED.

A YOUNG GIRL offers her SERVICES as NURSE, for one or two small children. Peak District preferred.

Apply— "NURSE."
C/o 'CHINA MAIL' Office.
Hongkong, May 1, 1917. 1793

ROYAL HONGKONG GOLF CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Club House, Happy Valley, on WEDNESDAY, 23rd May, 1917, at 3.30 P.M.

By Order.
K. M. CUMMING,
Club Secretary.
Hongkong, May 11, 1917. 1786

GOOD CHANCE FOR
EARLY COMERS
WONDERFUL DISCOUNT

Japanese Fine Art Curios
15 Days Only
SALE NOW ON
H. MATSUNAGA,
49, Haiphong Road,
Kowloon.

RUSSIAN 5 INTERNAL LIBERTY
LOAN 1917.

SUBSCRIPTION to the LIBERTY ANTI-ATOMIC BANK Hongkong, from date to 31st March, 1917.

The price of issue is 85%.

The loan is free of Income Tax and other taxation.

The loan is issued for 55 years and will be redeemable at par by yearly drawings beginning in December, 1922.

The Loan may be reimbursed at par after the 28th March, 1927.

Coupons are payable half yearly on the 29th March and the 29th September.

Interest on the loan runs from the 29th March, 1917—interest from that date to be added to the price of issue.

Special favourable rates will be quoted for Russian Exchange.

Applications will be wired to Petrograd free of telegraphic charges and Bonds will be forwarded free of postal expenses.

The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

G. TISDALL,
Manager.
Hongkong, May 3, 1917. 1767

DAIRY FARM NEWS.

CORNEB BEEF

AND

CORNEB PORK.

PUT UP IN KEVIN AND BARRELS

FOR

EXPORT OR STEAMSHIP USE.

HIMROD'S
Gives Instant Relief
No matter what your respiratory trouble may be—asthma, bronchitis, hay fever, influenza, nasal catarrh, or ordinary cough.
You will find in this famous remedy a powerful power that is truly unique.
It is the only remedy that is truly unique.
It is the only remedy that is truly unique.
It is the only remedy that is truly unique.

CURE FOR ASTHMA

"CHINA MAIL"

PUBLICATIONS.

OBTAINABLE at the 'CHINA MAIL' Office, 5 Wyndham Street, Hongkong.

HISTORY OF UNION CHURCH (1891-1903) 50

HONGKONG'S MUSICAL HISTORY 50

NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA (by Rev. G. A. Bunsby, M.A.) 50

Part I—Mammals and Birds 50

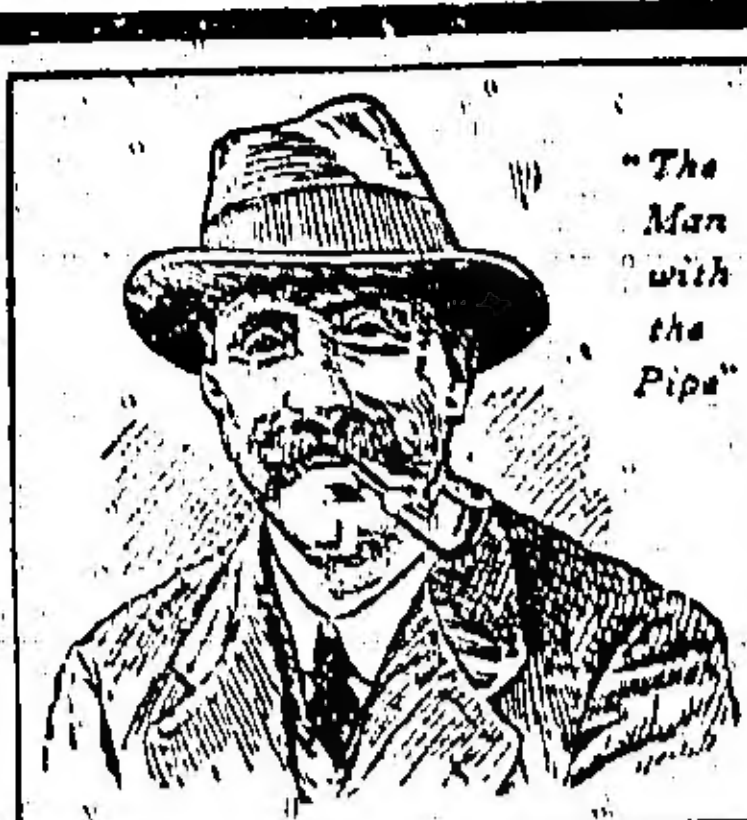
Part II—Reptiles, Amphibians and Fishes 50

THE MISSIONS STRANGERS (History of the Eastern Churches) 50

CHINESE SCHOOL BOOK ("San-Yin-King" translated by E. J. Eitel) 50

SIX ROBERT HART'S LAND TAX MEMORANDUM 50

WASHING BOOKS (for men) 50



E. RAY

THE OPEN GOLF CHAMPION, writes:

58, LOWER PADDOCK ROAD, CHINESE, WATSON, HONGKONG.

July 24th, 1912.

Messrs. F. & J. Smith.

Dear Sirs,

I must say that I have been a regular smoker of your Glasgow Mixture for the last twelve years and I might also say that I cannot find any other that I cannot find.

any tobacco to suit me like it. In my opinion if Golf Players would smoke your famous Glasgow Mixture they would find it very soothing to the Nerves, as I am sure I do, when having to play strenuous Golf matches such as the Open Championship, etc. Yours truly, E. RAY.

SMITH'S
GLASGOW
MIXTURE

SOLD EVERYWHERE

SCOTTISH LETTER.

(From Our Own Correspondent.)

March 28.

SCOTS IN RUSSIA.

The Russian Romanoff dynasty (as every schoolboy ought to know) dates back over 300 years. Michael, the first Czar of the line, gave large gifts of land and titles to the Scots adventurers who had been taken prisoners in the wars with Sweden and Poland, after they had helped him to win victory over the Tartars of the Crimea. It was these Scots soldiers who formed the first Lutheran Church in Russia, and built stone houses in Moscow in the Scottish style of architecture. The families of Lermontovs, Gregoroviches and a number of others are descended from those wandering Scots during the reigns of Mary Queen of Scots and James VI.

MINERVA.

Herr Ballin suggested the other day that when the war comes to an end the world's shipping communities will not take very long to settle down into their old fairly happy relationship. "But for my part," says an experienced Scottish seafarer, "I intend to have nothing to do with Germans in this world, and I don't expect to meet any of them in the next."

Lord Stair was recently transferred to Switzerland after long confinement as a prisoner of war in Germany, and he writes home that he and the other returned prisoners would like to get back to the front "now that we know what inconceivable brutes we have for enemies."

Newspaper men will be pained (or amused) to learn that at the preliminary examination for entrance into the University of Glasgow this month, an aspirant defined "Press Gang" as "the reporters who sit in the House of Commons."

WHO'S WHO IN THE CASUALTIES.

See, Lieut. Sam Johnston Moore, Royal Scots Fusiliers, (died of wounds), was the elder son of the late Andrew Moore, Park Circus, Ayr. Before the war he was with Ker & Co., Ylloilo, Philippine Islands, and had been only four weeks at the front. He was educated at Ayr Academy, and was a member of the Ayr Rugby team.

Lieut. Gerald L. Lesmond, R.N.R. (killed), was the younger son of the late W. A. Lesmond, Superintendent Engineer of State Railways, India, and adopted son of Mr. and Mrs. G. Binyon Paris, of Elvendon Priory, Goring, and late of Calcutta.

COUGHING INTO
CONSUMPTION

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The finest preparation made for combating severe coughs. CURES any cough, that is only a cough. Very palatable.

OF ALL CHEMISTS.

PRICES: \$1.25 and \$2.25.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co.
SCIENTIFIC OPTICIANS
100, BLOOMING CHATEL RD.
HONGKONG

HONGKONG & MANILA.

MITSUBISHI GOSHI KWAISHA

(Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI MUTASE,
KISHIDARE, YOSHINOTANI,
HOJO, NAMAZUTA, SATO, KANADA,
SHINNEW, KAMITAMADA, BISAI
& OTUBARI COLLIERIES.

AGENT FOR SARIQ COAL.

Head Office: MARUNOUCHI, TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu, Wakamatsu,
Osaka, Muroran, Hakodate, Kobe,
Yokohama, Kure, Tokyo, Yokohama,
Nagoya, Tsu, Sendai, Vladivostok,
Hankow, Peking, London,
New York, Shanghai,
Hongkong, Haiphong,
and Canton.

Cable Address:—IWASAKI

Codes:—A.I. A.B.C. 5th Ed.

Western Union, and Bentley's.

AGENCIES:—

CHINKIANG: Messrs. Geating & Co.

MANILA: Messrs. Macdonald & Co.

SINGAPORE: Messrs. Borneo Co. Ltd.

GLASGOW: Messrs. A. R. Brown, McFarlane & Co., Ltd.

For Particulars, apply to

K. KATO, Manager.

No. 2, PADDON STREET, HONGKONG.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL AND HARD WARE MERCHANTS.

Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Storekeepers and Shipbuilders. Nos. 35 and 37, HING LOO STREET, (2nd Store, west of Central Market) Telephone No. 515.

Hongkong September 4, 1915.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION, APPLY TO

DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION,

TIENTSIN NORTH CHINA.

HORLICK'S
MALTED MILK

A Great Factor in Food Economy.



Pure, full cream milk enriched with all the nutritive extracts of selected malted barley and wheat in powder form. Every particle is wholesome nourishment. It keeps indefinitely, and there is absolutely no waste. The addition of hot or cold water instantly forms a delicious food beverage to which no other food can be compared. It is a most valuable food for infants, invalids, and the elderly. It is a most valuable food for infants, invalids, and the elderly. It is a most valuable food for infants, invalids, and the elderly.

READY IN A MOMENT BY STIRRING BRISKLY IN HOT OR COLD WATER ONLY. NO COOKING REQUIRED.

Accept no substitute. There is nothing "just as good."

IN THREE SIZES, 1/6, 2/6, and 11/- (IN ENGLAND):

OF ALL CHEMISTS AND STORES.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS.

PRINTING OF EVERY DESCRIPTION

executed at the Offices of

THE "CHINA MAIL" LTD.,

5, Wyndham Street.

COMMERCIAL FORMS

SHIPPING FORMS

CIRCULARS

PAMPHLETS

ENTERTAINMENT PROGRAMMES

WINE LISTS

MENUS

INVITATION CARDS

BOOKBINDING.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A.I. A.B.C. Fifth Edition Engineering First and Second Editions, Western Union, and Watkin's

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians,

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of Light Steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, etc., etc.

The DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH OVER KEELS BLOOMS	BREADTH AT BOW	DEPTH OVER KEELS AT BOW	DEPTH OVER KEELS AT AFT	DEPTH OVER KEELS AT MIDSHIP	DEPTH OVER KEELS AT STERN	DEPTH OVER KEELS AT BOW	DEPTH OVER KEELS AT AFT	DEPTH OVER KEELS AT MIDSHIP	DEPTH OVER KEELS AT STERN
DOCK NO. 1	100	20	10	10	10	10	10	10	10	10
DOCK NO. 2	100	20	10	10	10	10	10	10	10	10
DOCK NO. 3	100	20	10	10	10	10	10	10	10	10
DOCK NO. 4	100	20	10	10	10	10	10	10	10	10
DOCK NO. 5	100	20	10	10	10	10	10	10	10	10
DOCK NO. 6	100	20	10	10	10	10	10	10	10	10
DOCK NO. 7	100	20	10	10	10	10	10	10	10	10
DOCK NO. 8	100	20	10	10	10	10	10	10	10	10
DOCK NO. 9	100	20	10	10	10	10	10	10	10	10
DOCK NO. 10	100	20	10	10	10	10	10	10	10	10

2, HONGKONG DOCK, HONGKONG.

Please Address Enquiries to the Chief Manager.



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS

"To-Kwa-Wan" Coal Storage.

Cash and

Bentley's

A. & C. 4th & 5th Editions.

A 1 Telegraphic Code.

Telegraphic Address

"HONGKONG."

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

the 18th May, 1917, at 10 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

A MISCELLANEOUS STOCK,

Comprising—
Tungce Silk, Holland, White Drill, Dress Materials, Alpaca, Blue and White Serge, Toilet Soap, Perfumery, Counters, Towels, a number of really made Dresses, Canvas Shoes, etc., etc.

Also

A few Sun Hats and a number of New Carpets.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 11, 1917. 1784

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

the 18th May, 1917, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

A NUMBER OF

CARPETS AND RUGS.

Various Colours and Sizes.

Terms—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 16, 1917. 1791

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

the 22nd May, 1917, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

A LARGE QUANTITY OF

VALUABLE TEAKWOOD AND

BLACKWOOD FURNITURE.

etc., etc.

As follows—

Upholstered Sofas, Arm-chairs and Chesterfield Sofas (new), Blackwood and Teakwood Card Tables, Bedroom Furniture, comprising Double and Single Brass Bedsteads, Twin Bedsteads (Teakwood), Sideboards, Dinner Wagons, Extension Dining Tables, Chairs, etc., and Occasional Tables, etc.

Dinner Services, Crockery, Glass Ware, Looking Glasses, Cutlery, Toilet Sets, etc., Bath Room Utensils, Roll-top Desks and Writing Tables, Electro Plated Ware, etc.

A Pianos in good condition, Electric Reading Lamps, Blackwood and Teakwood Screens, a Sundery of Blackwood Furniture, Engravings, Pictures, etc., etc.

Also

Tennis Poles and Netting, Two Perambulators.

One Yacht Typewriter, Carpets (New and second hand), 1 American Ice Chest and one Enamelled Bath.

(Full Particulars from Catalogue.)

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 16, 1917. 1799

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

the 25th May, 1917, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

A CONSIGNMENT OF

Large Turkish Bath Sheets, Bath Towels, Face Towels, Linen Damask Table Cloths and Serviettes, Single and Double Bed Sheets, Pillow Cases, White Satin Quilts, Glass Cloth, etc., etc.

Also

A VARIED ASSORTMENT OF Brass Flower Vases, Jardinières, Vases with Stands, Candlesticks, Budchas, Finger Bowls, Incense Burners, Kinkosan Salsuma Vases, Flower Vases, Kutani Vases, Wall Plates, Jardinières with Stands, Porcelain Vases, etc., etc., etc.

And

A FEW LOTS OF GLASSWARE

Comprising—
Table Glasses, Decanters, Glass Jars, Fruit Dishes, Ice Cream Plates, Ice Pitchers, Water Jugs, etc., etc.

(Full Particulars from Catalogue.)

On view on day previous to sale. Inspection solicited.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 12, 1917. 1790

TRUTH ABOUT

RHEUMATISM

One mistake which people make about Rheumatism is to think of it as something to be treated through the skin. So they get into hot blankets, are rubbed with stinging liniments, and think, because the attack passes over, that they are cured.

They are not cured. The next time the weather turns damp, the old pain comes back. But it is not the damp which causes rheumatism. All that damp and cold can do is to wake up the rheumatic poison which was there in the blood all the time. If you want to overcome rheumatism, or to avoid it, purify your blood of its poisons. Dr. Williams' pink pills for pale people make rich, pure blood, and throw out the poisonous matter that causes rheumatism. This they do, not by weakening or purging, but by acting as a tonic and a blood builder.

You will only have yourself to blame for your disappointments if you accept any other pills or substitutes at a shop, expecting them to do what Dr. Williams' pink pills have done for thousands of rheumatic sufferers. The genuine are obtainable from all good chemists, and cost free one bottle \$1.00, six bottles \$5.00, from Dr. Williams' Medicine Co., 66 Seaboard Road, Shanghai.

FREE—"The Blood and its Work" will tell you how to keep in good health. Send a post card for a copy to the above address.

AUCTIONS.

PUBLIC AUCTION.

PARTICULARS AND Conditions of the Sale by Public Auction, to be held on MONDAY, the 21st day of May, 1917, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CR. 11th LAND above Brown Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

Lot No. 11.

Area, 1.5800 sq. ft. (approx.)

Boundaries, as shown on plan.

Location, in the Colony of Hongkong.

Remarks, the lot is situated in the Colony of Hongkong.

For further particulars and conditions of sale apply to Messrs. Wilkinson & Co., Solicitors, for the Liquidators, or to the undersigned.

GEO. F. LAMBERT,

Auctioneer.

Hongkong, April 30, 1917. 1789

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of Messrs. J. & C. Co. in pursuance of an order of the Hongkong Government to sell by Public Auction at 12 o'clock (Noon) on

TUESDAY,

the 21st day of July, 1917,

at his Sales Rooms,

Des Voeux Street.

THE VALUABLE LEASEHOLD

PROPERTY situate at The Peak,

Hongkong, and being Rural Building Lot No. 15.

IS ONE LOT

The property consists of—

The piece of parcel of ground and premises known as "Lysholt," 104 The Peak, situate near Mount Gough in the Colony of Hongkong with an area of 12,402 square feet and registered in the Land Office as Rural Building Lot No. 15.

The lot is held for the unexpired residue of a term of 75 years created therein by an indenture of Crown Lease dated the 23rd day of April 1896.

The Annual Crown Rent is \$85.00.

For further particulars and conditions of sale apply to Messrs. Wilkinson & Co., Solicitors, for the Liquidators, or to the undersigned.

GEO. F. LAMBERT,

Auctioneer.

Hongkong, April 30, 1917. 1789

KEATING'S

KILLS

BUGS

FLIES

MOTHS

BEEETLES

AND ALL

INSECTS

AND

VERMIN

OF

ALL

PLACES

AND

EVERYWHERE

KEATING'S

KILLS

BUGS

FLIES

MOTHS

BEEETLES

AND ALL

INSECTS

AND

VERMIN

OF

ALL

PLACES

AND

EVERYWHERE

KEATING'S

KILLS

BUGS

FLIES

MOTHS

BEEETLES

AND ALL

INSECTS

AND

VERMIN

GENERAL SMUTS.

COINCIDENCE AND CONTRASTS.

During the Boer War General Smuts fell into an English trap. While reconnoitring with a small body of men, he attempted to pass a narrow defile. English soldiers were concealed there. They held fire till the Boers were within a few dozen yards. All the Boers were hit with the exception of General Smuts himself, and he had his horse shot under him.

"I am not aware," says Mr. Levi, "whether he can fully explain how he managed to escape at all, but escape he did."

Mark the sequel! It is an indication of the twists destiny has wrought in the life of this remarkable man.

With the English forces was an officer named Hughes, who, strangely enough, was in command of a search party that examined Mr. Smuts' house when Pretoria was occupied. Still more strangely, the same gentleman, who had meanwhile become Colonel Hughes, was one of the two staff officers who saw General Smuts off on his little platform at Irene when he boarded the special train that took him and his staff to East Africa, early in 1916.

At the beginning of his political career nobody would have supposed "Jan" Smuts could ever become a soldier and a leader of soldiers. He had returned to his native land with honours from Cambridge and the English Law. He had lectured South African legal questions, and had made his voice heard in politics.

Imagine a pale-faced, tremendously serious-looking young man, who appeared much older than he really was, owing to his thinness; given to holding converse with the pavement, always in thought, and seemingly taking no notice of what went on around him, with high cheek-bones and the hungry look that betokens the man whose mind is grappling with many problems, prominent among which, no doubt, was the question why his energy could not find adequate outlet.

The old theory that this is an esoteric profession would have found it difficult to explain the military success of General Smuts. It might have had recourse to the fact that he had been brought up on a farm, and doubtless in learning farming had developed an instinct for strategy, for the life of the land, which is so useful to a soldier.

Mr. Levi tells us more of "Jan" Smuts as a politician, a statesman, a reader, a family man, a thinker, and a character than as a general. But he informs us by many examples of his hero's strength of will and method of overcoming difficulties. One of the most striking is General Smuts's exploit with the Transvaal coin and bullion when Lord Roberts was advancing on Pretoria.

The moment of enforced surrender drew near. The State's assets were in danger. The National Bank politely refused to yield them, as General Smuts thought State property had no legal authority. It was a position in which the weak man would fail. The State Attorney, not being a weak man, took matters into his own hands. He plainly intimated to the responsible bankers that the time for formalities had gone by, and that unless his demands were complied with, he would use force.

The assets were rescued, but a power of organisation was necessary to get them away.

Mr. Levi deals with the recent rebellion in some detail. Byers, he explains, wanted passive, but armed, resistance. He was, very and justly, wrong for opposing the loyal population and pushing through to Maritz every obstacle. He forgot what General Smuts did not—the difference between this and the Boer war made by the presence of many more soldiers in the country. Nor did he allow for the extension of railways.

Byers played the part of Hamlet in the rebellion tragedy. It was one for which he was well cast.

De la Rey, thinks Mr. Levi, was in two minds until the hour of his death, although, he adds, there can be little doubt that his expected presence at the Potchefstroom camp was not likely to be productive of much good.

Few English people realise what his firmness in the rebellion cost General Smuts. Many hours could not be spent on the execution of Byers. They did not see why he should have been the only man to die, and were not convinced by General Smuts's spirited vindication of his own conduct. During the general election General Smuts was pelted more than once with rotten eggs, tomatoes, and other missiles. At Johannesburg he was in danger of getting hurt.

It was about this time that he made a confession to Mr. Levi.

Somehow the failure of my own career had come up. "Do not complain," he said, brusquely. "You have enough to eat. You have no one whose fate depends on you. You have thoughts to call your own, and a certain amount of leisure. Look at me. Thousands, I suppose, envy me my place and power. Yet what are they? My own people curse me; to tens of thousands my name is a byword. He satisfied!"

The words were uttered in a moment of melancholy, but this book makes one understand the feeling of the man who uttered them. A scholar devoted to philosophy, a husband and father in love with his family, the owner of a temperance to which quiet, and leisure are delectable—how should he not grow weary of the strife of politics and the battles of the warrior?

His patriotic devotion to South Africa, his loyalty to Britain, shine the brighter for the conquest of his proclivities.

ELECTORAL REFORM REPORT.

MAJORITY FOR A "MEASURE" OF WOMEN'S SUFFRAGE.

20 AND 35 THE AGES PREFERRED.

A telegram yesterday stated that the Secretary of State for the Colonies has introduced a Bill embodying all the recommendations of the Speaker's Electoral Reform Conference.

A White Paper was issued on January 30 giving the text of a letter addressed to the Prime Minister by the Speaker of the House of Commons on the subject of the Conference on Electoral Reform, which had just concluded its deliberations. The letter is dated January 27. The resolutions arrived at by the Conference are set out in detail.

It is worth while emphasising as the outset certain recommendations which are now given in detail in the report. First, with regard to women's suffrage. The position of the Conference on this important subject is defined in the following:

The Conference decided by a majority that some measure of woman suffrage should be conferred. A majority of the Conference was also of opinion that if Parliament should decide to accept the principle, the most practical form would be to confer the vote in the terms of the following resolution:—

Any woman on the Local Government Register who has attained a specified age, and the wife of any man who is on that register, if she has attained that age, shall be entitled to be registered and to vote as a Parliamentary elector. Various ages were discussed, of which 20 and 35 received most favour. The Conference further resolved that if Parliament decides to enfranchise women, a woman of the specified age, who is a graduate of any University having Parliamentary representation, shall be entitled to vote as a University elector.

REDISTRIBUTION OF SEATS.—The Conference recommends a population of 70,000 as the standard unit for each member. The following important recommendations are made on this subject:—

A county or borough (other than the City of London) with a population of less than 50,000, shall cease to have separate representation.

A county or borough with a population of 50,000, but less than 70,000, shall continue to have separate representation.

A municipal borough or urban district with a population not less than 70,000 shall become a separate Parliamentary borough.

A county or borough at present returning two members shall not lose a member if the deficit in the population is 20,000 or less.

A member shall be given for 70,000 and for every multiple of 70,000 and an additional member for any remainder which is not less than 50,000.

It is recommended that the boundaries of Parliamentary constituencies shall as far as practicable coincide with the boundaries of administrative areas. The City of London to continue, as at present, to return two members.

Existing boroughs entitled to return two members shall not be divided.

Where there are contiguous boroughs, which, if formed into a single constituency, would be entitled to not less than three nor more than five members, the Boundary Commissioners to unite such boroughs into a single constituency.

The Boundary Commissioners to segregate as far as possible adjacent industrial and rural areas in forming constituencies within any county.

Where an ancient Parliamentary borough loses its representation the county division in which the borough becomes merged shall be named after the merged borough.

ADMINISTRATION OF ELECTIONS.—The qualifying period for registration as a Parliamentary elector shall be reduced to six months.

There shall be a revision of the register every six months.

The qualifying period shall be six months prior to January 15 and July 15 in each year.

The time between the preparation and coming into force of the register shall be shortened.

In England and Wales a registration officer shall be appointed in every county and borough who shall be in the case of a county, the clerk of the County Council, and, in the case of a borough, the town clerk.

An appeal from the decision of the registration officer shall lie to the County Court.

In the opinion of the Conference, the cost of registration should be a charge upon the local rates, subject to a contribution of one half to be made by the State.

REPORT OF THE FRANCHISE.—Every person of full age, not subject to any legal incapacity who for the qualifying period has resided in any premises, or has occupied for the purpose of his business, profession, or trade any premises of a clear yearly value of not less than £10, shall be entitled to be registered as a Parliamentary elector. The qualification to be registered as a Parliamentary elector shall not be lost by removal to different premises within the same constituency, or from one con-

stituency to another in the same borough or county (including the administrative county of London), or to different premises in a contiguous county or borough.

PLURAL VOTING.—A person shall not vote at a General Election in more than one constituency. Provided that a person shall be entitled to one additional vote in another constituency in respect of the occupant of his business premises, or in respect of any qualification, he may have as a university voter.

SOLDIERS AND SAILORS.—It shall be the duty of the Registration Officer to ascertain, as far as possible, the names and addresses of all persons of full age, who ordinarily reside in his area, but who are serving in His Majesty's Forces, and such person shall be qualified to be registered and to vote as Parliamentary elector within that area.

In the case of a person who has served in His Majesty's Forces during any part of the qualifying period, residence in a constituency for one month immediately preceding January 15 or July 15, as the case may be, shall be a sufficient qualification.

PROPORTIONAL REPRESENTATION.—A constituency entitled to return more than five members shall be divided into two or more constituencies, such returning not less than three nor more than five members. The election in any such constituency shall be held on the principle of proportional representation and each elector shall have one transferable vote.

For the purposes of this rule the Metropolitan (excluding the City of London) shall be treated as a single area and divided into constituencies, returning not less than three nor more than five members.

ALL ELECTIONS ON ONE DAY.—At a General Election all polls shall be held on one day. All nominations shall take place on one day. There shall be an interval of eight days between the day of nomination and the day of poll.

Returning officers' charges shall be paid by the State, on a scale to be fixed by the Treasury.

The duties of returning officer in England and Wales shall be discharged by a county returning officer, who shall be in the case of a county, the clerk of the council, and in the case of a borough, the town clerk.

COST OF ELECTIONS.—Every candidate at the election of an M. P. for any county or borough shall, on nomination, deposit £150. In order to discourage fanciful candidates it is provided that a member, who does not poll one-eighth of the valid strength of the constituency shall forfeit this deposit to the Treasury.

The following maximum scale of expenses shall be substituted for the maximum scale contained in the Corrupt and Illegal Practices Prevention Act, 1908:

Sevenpence per elector in a county; 6d. per elector in a borough other than a borough returning three or more members; 4d. per elector in a borough returning three or more members.



WATSON'S

THE PREMIER SCOTCH OF THE FAR EAST

POPULARITY MAINTAINED BY ITS EXCELLENT QUALITY. NOT BY EXPENSIVE WORLD-WIDE ADVERTISING.

A.S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.
TELEPHONE NO. 616.

To-day's Advertisements

WANTED.

A EUROPEAN ENGINEER for H. M. T. Co.—Rate of pay \$7.00 per day for seven days per week. Apply to—

CHIEF ENGINEER, H. M. T. Co., Hongkong, May 17, 1917.

TO LET.

Nice furnished SUITE OF ROOMS, suitable for married couple or two bachelors, with board, best location. Apply—

ROGATE & HARTING, Hongkong, May 17, 1917.

PACIFIC MAIL STEAMSHIP CO.
S.S. "VENEZUELA"
FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above mentioned ports, consignees of cargo are hereby informed that their cargo is being landed at their risk into the Bazaar and extra Hazardous Goods of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk. Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, May 23rd, at 10 a.m.
All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after May 24th, 1917 will be subject to suit.
No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading immediately for counter-signature.
R. C. MORTON,
General Agent,
Hongkong, May 17, 1917.

(Continued on Page 8.)

THE CALENDAR.

MEMOS. FOR TO-MORROW.
10 a.m.—Auction of Miscellaneous Stock at Messrs. Hughes and Hough's.
11 a.m.—China Borneo Co's. Meeting.

General Memoranda.

SATURDAY, May 19:
Interpret Rifle Shooting at King's Park, Kowloon.
8.30 p.m.—Assault at Arms on Volunteer Parade Ground.

MONDAY, May 21:
3 p.m.—Sale of Crown Land at F.W.D.
Election of a Justice of the Peace for the Licensing Board.

WEDNESDAY, May 23:
6.30 p.m.—Annual General Meeting of the Royal H.K. Golf Club.

THURSDAY, May 24:
Empire Day.
8.30 p.m.—Assault at Arms on Volunteer Parade Ground.

FRIDAY, May 25:
2.30 p.m.—Auction of Towels, Napery, Brass and Glass Ware, etc., at Messrs. Hughes and Hough's.

SATURDAY, May 26:
Queen Mary's Birthday (1897).
11.30 a.m.—Peak Tramways' Co's. Meeting.

Noon—Messrs. A.S. Watson & Co's. Annual Meeting.
Gymkhana Meeting at Happy Valley.

SUNDAY, May 27:
Whit Sunday.

MONDAY, May 28:
Whit Monday—General Holiday.

VISITING CARDS

PRINTED AT
"China Mail" Office.

is unquestionably the most expensive place in the Far East to live in, for the man on a weekly wage or a moderate monthly salary; and therefore, we say that it behoves the Government to very carefully consider this point when considering any general scheme of taxation. Mr. Bowley agrees that rents here are higher than in England, but it is still more important to remember that they are also higher here than in Shanghai, Singapore, or any other place, we believe, in the Far East.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Cable Communication with Macao is restored.

During the 24 hours ending at 10 a.m. today 4.21 inches of rain fell. The total since the beginning of the year is still two inches below the average.

We have been asked to state that the draw, on behalf of the Cigarette and Tobacco Fund, in connection with the Rifle Match, Hongkong, versus Shanghai, will take place on Friday evening at 6.00 p.m.

At the Shanghai Race Meeting Mr. Morris topped the list of successful owners with 8 hits and 4 thirds. Mr. R. J. Stewart headed the list of jockeys with 9 hits and 4 thirds. Mr. John Johnston coming next with 5 hits, 1 second and 3 thirds.

Another steamer for Norwegian Owners (Messrs. Torp and Weide) was launched at the Pootung Yard of the Shanghai Dock and Engineering Co. Ltd. and named by Mrs. Fitzen, (wife of the Consul) the *Jan*. The new vessel is a sister-ship of the *Palma*, recently launched by the Company. She is 25ft. 6 in. long by 31ft. moulded breadth and 17ft. moulded depth; like the *Palma* she is built to Det Norske Veritas' highest class and has double bottom for water ballast and all modern appliances for handling cargo. All the machinery for the *Jan* and the *Palma*, which consist of one large set of triple expansion surface condensing engines of about 1,200 I. H. P. with two large multibolted cylindrical boilers and good auxiliaries including steam steering gear, steam windlass, steam winches, evaporators, etc., etc., was made in the Company's own workshops. The Company is now hastening the construction of two larger vessels for Norwegian owners.

THE MAGISTRACY.

ALLEGED GAMBLING.

Before Mr. Melbourne's Court this morning, four men and nine women were charged with gambling in a house in Des Voeux Road. It was stated that one of the men was the proprietor of the house. The women stated that they had entered the house to take shelter from the rain and the men said that they had only gone to the house to rest. One of the men also accused himself on the ground that he had gone to the house to collect a debt. The magistrate fined each of the accused \$2.

STEALING A FOWL.

In Mr. Melbourne's Court to-day a Chinese was charged with stealing a fowl. The accused stated that he wished to sell the chicken to obtain money to go to Macao. It was found that the accused was a returned banished man. Mr. Melbourne imposed a sentence of six months' imprisonment.

UNLAWFUL POSSESSION OF COPPER.

A Chinese was fined \$5 by Mr. Melbourne for being in possession of two pieces of copper piping. The accused stated that he had bought the piping, but Mr. Melbourne was not satisfied with this explanation, hence the fine.

The Earl of Stair, who was a prisoner of war in Germany for more than two years and is now in Switzerland, in a letter to the parish minister of Craunton, Midlothian (who is "Paddy" S. Stephen Walker, formerly of the "Kirk" at Singapore), says: "Most of us here who are fit enough have a tremendous longing to get back to the front. Most of us would fight with very different feelings to what we had before we were taken, now that we know what utterly incredible brutes we have as enemies."

ALWAYS RECOMMEND IT.

In almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom miss an opportunity to recommend it, and these recommendations are its best and most reliable evidence. For sale by all Chemists and Storekeepers.

PRESS CENSORSHIP IN HONGKONG.

"DAILY PRESS" PROSECUTED.

At the Magistracy this afternoon before Mr. J. R. Wood, Mr. H. A. Cartwright, Managing Editor of the "Hongkong Daily Press" was charged with that he without lawful authority did publish in the "Hongkong Daily Press" information stating the arrival in the waters of the Colony of two ships, one British and one Japanese, contrary to the Censorship Regulations of 1917, and also did publish information of such a character as is calculated to be or might be directly or indirectly useful to the enemy, to wit, the departure from the Colony of an officer in His Majesty's Forces.

Mr. F. B. L. Bowley appeared for the defence and Mr. G. H. Wakeman, Crown Solicitor, for the prosecution.

Defendant pleaded not guilty.

The Crown Solicitor stated it had been arranged that no names should be mentioned.

Mr. Wakeman said that the case was very simple. The information had appeared in the paper and witnesses could be brought to prove that the Government and the Military and Naval Authorities considered the offence a very serious one and should be dealt with accordingly.

Mr. Bowley said that before the case went any further he would like to know whether the consent to take this action had been obtained from the Attorney General.

The Crown Solicitor stated that the Attorney General had given the consent required.

Mr. J. M. McInchewan, chief clerk of the Steamer Department of Messrs. Butterfield and Swire, gave evidence of the ships arriving. In reply to Mr. Bowley witness stated that one of the ships moored to a buoy near the middle of the harbour in the limit of the Naval anchorage.

The Crown Solicitor objected to these questions on the ground that the information was of a military nature.

Mr. Bowley said that if these questions were to be heard in a watertight compartment it would be better to hear the case in camera.

His Worship: Do I understand that you are making an application for the case to be heard in camera?

Mr. Bowley: I do not care how it is heard excepting that I must ask certain questions.

The Crown Solicitor said that if the questions were to be of the nature of what had already been asked he would rather the case was heard in camera.

His Worship: Do you object, Mr. Bowley?

Mr. Bowley said that his client objected, and prayed that the case should be publicly heard.

The Magistrate stated that case should go on and he would stop any questions which he thought should not be made public.

Proceeding, witness stated that there was nothing on a list shown him, a shipping form printed by the "Daily Press," to indicate to whom the ships in question belonged.

An Officer of H. M. Forces stated from the witness box that it is the opinion of the Military authorities that the information published in the paper might be of use to the enemy.

In reply to Mr. Bowley the witness stated that the officer mentioned is well known in the Colony.

The Crown Solicitor objected to further questions of this nature.

Witness admitted that a number of friends of the officer went on board the steamer to say "good-bye," and also that the witness left the port in daylight. Witness went on board himself.

Was any warning given to the Press concerning farwell entertainments given to men leaving the Colony?

The Crown Solicitor objected to this question.

Mr. Bowley put the question in a different form and witness replied that speaking from memory, no warning had been given. He had heard that a warning had been given, but could not say if any had been given during the past two months. He admitted that the departure of Major-General Kelly was published at his request by order of the General himself.

Mr. Bowley: Did you ask the Press not to regard that publication as a precedent?

Witness: There was no question as to a precedent. The publication was made at the General's request. If the departure of any other officers had been mentioned it would have been stopped.

Witness stated that the Garrison Orders were posted up where practically anybody could see them. They were printed at the Garrison press.

Mr. Bowley: There were 15 ships mentioned in the paper on the date named. I take it that the military authorities take no objection to the remaining ships.

The Crown Solicitor objected to the witness replying to the question.

His Worship said that, of course, if the objection were enforced he must stop the question being answered but he thought himself it should be answered.

Mr. Bowley withdrew the question.

Mr. Bowley: Have the instructions contained in that letter (shown) ever been cancelled?

Witness: Not to my knowledge.

Witness stated in reply to Mr. Bowley that the passenger list appear verbatim in the "Morning Post" and that he had been given to understand that a summons had been taken out against that paper.

Mr. Bowley: Can you tell me why that summons has been abandoned?

Witness: I understand that a letter was received from the *Morning Post* apologising. Consequently the summons was withdrawn.

Mr. Bowley produced cuttings from various papers in other parts of the East containing lists of steamers and asked witness if he noticed that certain of the steamers were bound for the same country. Witness replied that was so.

In reply to the Crown Solicitor witness stated that the information contained in a leading article in the "Daily Press" on the Censorship of March 26th was correct.

Mr. Bowley addressing his Worship said that it is never too late to mend and, if it had occurred to his client that an apology would have met the case an apology would have been tendered.

The publication of the officer's name was accidental. There had been no intention to disclose military secrets and there was no intention in any way to defy the authorities, the Government, or any other person. It was an extremely trivial offence and, as the Crown Solicitor suggested, a serious matter. The intended departure of the officer was known several days before he actually left and his departure was publicly notified the day after he left by the authorities themselves. With regard to the mention of the arrival of the ships, in the first instance it was a mere accident and he tendered an apology. With regard to the others, the ships arrived and anchored in the middle of the harbour and lay there for three days. Anybody could see them and could have reported their arrival long before the information appeared in the "Daily Press." He thought that if his Worship let his client off with a caution that would meet the case. His client offered every apology and promised to be more careful in future.

The Crown Solicitor said that the Authorities looked upon the matter as serious and the offence was not trivial as stated by the defence. All the Editors had been warned that the Authorities would regard any such act as serious.

His Worship said that he thought it would have been better if an apology had been forthcoming before the matter had gone so far. He imposed a fine of \$20 on each count, viz. \$40 in all.

BOYCOTTING THE HUN.

MR. HOLGHER SHARES LORD KITCHENER'S VIEW.

Mr. John Holger, M. P., Minister of Labour, speaking at a luncheon given by the Association of Chambers of Commerce in London, said he did not know whether the fighting was done it would be necessary to enter into an economic war with Germany, but he agreed Lord Kitchener's opinion that Germany should be restricted for the next 30 years. To pay for the war, he continued, greater co-operation between employers and employed was necessary. It was indispensable to reduce or even suppress all superfluous expenditure, and from taxes would be necessary in order to meet the interest on our loans. A decree would be submitted for their approval to prohibit imports which were not indispensable, and to improve our commercial balance.

CONTENTS BILLS.

In the "Daily News" recently some "Contents Bill" lines were recalled, snippets of the Government's prohibition of all contents bills. Here are two from the "Star," in days gone by: "Tear Refusal to Face the Mujik." "Fire on the underground." "Passengers Alight." "A London newspaper's bill." "Murder will out." "Coincidence in Yek with the trial and sentence of the Beverly murderer." "People at Home who look their news from the contents bills—and they were many—are now stated to be buying the papers."

MARINE COURT.

CHARGES AGAINST A CHIEF ENGINEER.

The hearing of the charges brought against W. J. Stokes, formerly Chief Engineer of the s.s. *Phoenipen*, was resumed this morning before the Special Court of Enquiry. The first witness called was Captain N. J. Major, Chief Officer of the s.s. *Manaport*, and formerly master of the s.s. *Phoenipen*.

The witness stated that during the period he was captain of the s.s. *Phoenipen*, Mr. Stokes was Chief Engineer of the vessel. The witness had found Mr. Stokes to be an efficient and reliable engineer, and witness said that if he were again appointed master of a steamer, he would be quite willing to take Mr. Stokes as Chief Engineer. The s.s. *Phoenipen* was a very old ship, about thirty years old, and whilst the witness was captain of the vessel Mr. Stokes had complained of the No. 1 bearing. In the witness's experience he had had occasion to prohibit intoxicants being served aboard the vessel in his command. Whilst master of the s.s. *Phoenipen* the witness had frequently been addressed as "Mr. Man" by Mr. Stokes. The witness considered this a disrespectful manner of address, but as it was a favourite expression with Mr. Stokes, witness had taken no offence at being so addressed. With regard to supplying water to emigrant passengers, the witness considered it proper for the Chief Engineer to test the water before pumping it on deck. On one occasion he had found it necessary to complain to the Saigon agent that Mr. Stokes was attempting to interfere with his department, only, however, on one occasion. This complaint was the result of the manner in which Mr. Stokes addressed the officers aboard the vessel. Mr. Stokes had a very abrupt manner of address. The witness had taken up the matter with Mr. Stokes and after the latter had apologized, everything was all very happy and comfortable about the ship. The witness had been asked to take more cargo in the s.s. *Phoenipen* than the vessel was able to safely carry and had refused.

Mr. Shenton (Solicitor for the prosecution) to the witness: You left the vessel, I believe, because you couldn't see eye to eye with the owners?

Witness: I beg your pardon; I resigned.

Evidence was then given by Dr. L. Arculli, formerly surgeon of the s.s. *Phoenipen*. Dr. Arculli stated that on the morning of April 10th, whilst he was breakfasting with Captain de la Sala in the dining saloon of the s.s. *Phoenipen*, Mr. Stokes entered the saloon with a glass of water that was brown and turbid in colour. The Chief Engineer showed the water to the doctor and the witness pronounced it unfit for drinking purposes. Captain de la Sala then instructed Mr. Stokes to pump again. Mr. Stokes did so and about an hour later brought a second glass of water to the doctor. After testing the second glass of water the witness pronounced it quite wholesome.

Mr. Pollock, K.C.: In testing the water did you merely taste it and then spit it out?

Witness: No, I drank it.

Mr. Pollock: In testing wine it is usual to merely taste it and then spit it out, is it not?

Witness: I really don't know. I am a teetotaler. (Laughter.)

Captain E. Conway, formerly Chief Officer of the s.s. *Phoenipen*, deposed that during the night of April 20th, whilst he was asleep in his cabin aboard the s.s. *Phoenipen*, he was awakened by a shock and felt the ship's engines stop. He quickly arose and went out on deck believing that the vessel had struck something. There was, however, no immediate danger. Later, Mr. Stokes was "kicked" for bringing up the ship without first notifying Captain de la Sala and the witness, in his capacity as Chief Officer, signed the log book as a witness to the logging. This witness further stated that during a voyage from Singapore, he had, on two different occasions, seen Mr. Stokes carrying samples of dry water about the deck in such a manner as was likely

to cause serious trouble amongst the emigrant coolies aboard the steamer. The witness could not understand the Chief Engineer's object in pumping the dirty water. Only on one occasion had the witness seen Mr. Stokes act in a disrespectful manner toward Captain de la Sala. The witness had no complaint whatever to make regarding his treatment by Captain de la Sala.

Id. Yuen, one of the partners of the Wo Fat Sing, then testified that on March 30th, whilst aboard the s.s. *Phoenipen* as a representative of his firm, he had asked Captain de la Sala to take any more cargo aboard the vessel. Mr. Stokes then informed Captain de la Sala that if another pound of cargo came aboard, Mr. Stokes and his men would go over the side. Mr. Stokes then asked the witness why, when he (the witness) wanted favours done, he never paid him? Mr. Stokes added that he was not paid for two nights' overtime and said he wanted to know why the witness did not pay him. Captain de la Sala then intervened and told Mr. Stokes that he should not talk to the witness in that manner. Mr. Stokes replied to Captain de la Sala, "My hide is just as good as yours," and then repeated that if another pound of cargo came aboard the ship he and his men would go over the side.

Mr. Pollock (to the witness): As freight rates are very high just now, your firm would naturally want to load as much cargo as possible aboard its vessels?

Witness: As freight rates are very high just now we are careful not to put our ships in danger, as they are not insured.

Mr. Pollock: Don't you rather think it would be a nice little gainable, Mr. L?

Witness: No, I do not.

The next witness was Captain Edward J. Spinks, formerly master of the s.s. *Phoenipen*. Captain Spinks stated that whilst he was captain of the s.s. *Phoenipen*, Mr. Stokes was Chief Engineer aboard the vessel. During a trip from Saigon the s.s. *Phoenipen* ran into a storm and broke a steam pipe. The witness sent a message to the Chief Engineer and asked if it were possible for him to fix the pipe before the steamer's arrival in Hongkong. In reply to the message Mr. Stokes appeared on the bridge and in an injured and dignified manner asked the witness what he meant by asking if it were possible. He then added, "Certainly, it is possible." The witness then explained to Mr. Stokes that the wording of the message was "just a phrase" and the latter then went below. Shortly after the conversation the ship's engines stopped. In reply to the witness's summons the Chief Engineer said that his first duty was to his engines. The witness then took Mr. Stokes into his (the witness's) cabin and in the presence of the Chief Officer had a serious talk with him. The witness told Mr. Stokes that he (Mr. Stokes) had the reputation of trying to run every ship he had ever been Chief Engineer of and was always having trouble with the captain of his vessel. The witness then informed Mr. Stokes that he could not run the s.s. *Phoenipen* whilst the witness was her master. The witness, however, did not log the Chief Engineer, but warned him against repeating the offence.

Commander Beckwith then adjourned the case until 10.30 o'clock to-morrow morning.

THE INDIAN WHEAT CROP.

Calcutta, April 21.—A special wheat forecast issued to-day shows that the total area reported is 22,993,000 acres, as against 23,114,000 and the yield is estimated at 8,229,000 tons, as against 8,201,000 at the same time last year. The estimates show an increase of 17 per cent. as compared with the final estimates of last year. Wheat freights increased 94 per cent. from the United States (Atlantic ports) and 64 per cent. from India.

FOR A LAME BACK.

WHEN you have pains or lameness in the back, the parts with Chamberlain's Pain-Balm twice a day. Rub the balm with the palm of the hand. Rub the balm with the palm of the hand. Then dab some Chamberlain's Pain-Balm on the sore spot. Rub the balm with the palm of the hand. Then dab some Chamberlain's Pain-Balm on the sore spot. Rub the balm with the palm of the hand. Then dab some Chamberlain's Pain-Balm on the sore spot.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON AND BOMBAY, via SINGAPORE, PENANG, COLOMBO, PORT SAID, AND MARSEILLES.

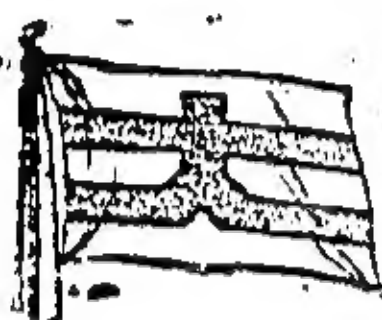
SHANGHAI, MOJI AND KOBE.

LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

LONDON AND BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Wireless on all steamers. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, etc. apply to—
P. & O. S. N. Co.'s Office,
Superintendent.O. S. K.
OSAKA SHOSHEN KAISHA.REGULAR SERVICES, PROPOSED SAILINGS
FROM HONGKONG.

(SUBJECT TO ALTERATION)

North American Line.

FOR VICTORIA, SEATTLE AND TACOMA, via
SHANGHAI, MANILA, NAGASAKI, MOJI,
KOBE AND YOKOHAMA."MANILA MARU".....Wednesday, 23rd May, at 3 p.m.
"CHICAGO MARU".....Monday, 4th June, at 3 p.m.FORMOSAN LINE.—For Tamsui, Keelung, Aiping and Takao, via
Swatow and Amoy."KAIJO MARU".....Sunday, 20th May, at Noon.
"SOSU MARU".....Thursday, 24th May, at 8 a.m.Calling at Tamsui, Keelung via Swatow and Amoy.
Omitting Tamsui and Keelung.These Formosan Lines will arrive and depart from the SOON YIP WHARF,
near the Harbour Office and while the steamer is alongside the wharf Telephone
No. 78 will be fixed.SOUTH AMERICAN LINE.—Every three months steamers proceed
to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius,
Durban and Cape Town.AUSTRALIAN LINE.—Monthly service between Japan and Adelaide,
calling at Auckland, N.Z., Sydney and Melbourne.BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore,
Port Swettenham, Penang and Colombo. At present this line's steamers
take cargo only.JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan
and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS

APPLY AT THE OFFICE.

M. HIGUCHI, Manager.
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND")

"ROTTERDAM LLOYD" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "ROTTERDAM LLOYD")

Joint Service

between NETHERLAND INDIES, SINGAPORE, HONGKONG and
SAN FRANCISCO.Next sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and
HONOLULU.

STEAMERS TO SAIL

"VONDEL".....18th May.

These superior passenger steamers have accommodation for first and second
class passengers.

For further particulars please apply to

JAVA-CHINA-JAPAN LIJN,
AGENTS

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via
PORTS AND SUEZ AND PANAMA CANALS.

(With liberty to call at the Malabar Coast.)

For Freight & further particulars apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with theINDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE

Sailings from Hongkong.

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about
A steamer	Shortly	—	—

For freight and further particulars apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

Sails on or about

"S. HOKUTO MARU," For Moji, Kobe & Yokohama.....24th May.
"S. HOKUTO MARU," For Moji, Kobe & Yokohama.....14th June.

For Sailing dates Freight & Passage apply to

DODWELL & CO., LTD., Agents

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI & TIENTSIN	HUICHOW	May 18, at 4 p.m.
SHANGHAI	YINGCHOW	May 18, at 4 p.m.
PARROT & HAIPHONG	YINGCHOW	May 22, at Noon
SHANGHAI	YINGCHOW	May 22, at 4 p.m.
TIENTSIN	KWELIN	May 24, at Noon
MANILA, CEBU & ILOILO	TEAN	May 30, at Noon

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. "LINTIAN" and S.S. "SANUT"MANILA LINE. Twin Screw Steamers "Chinhua," "Taming" & "Tean"
Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-
rooms on deck, aft on "Taming" and "Tean."SHANGHAI LINE.—PASSENGERS, MAILS & CARGO.
S.S. "Anhui," "Chenan," "Yingchow," "Shantung," "Sinking" and "Sunning," with
excellent accommodation, Electric Light and Fans in Saloon and State-rooms.
Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving
Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo
on through Bills of Lading to all Yangtze and Northern China Ports. Passengers
are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage, apply toBUTTERFIELD & SWIRE,
AGENTS

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	YUENAN	SATURDAY, May 10, at 3 p.m.
SHANGHAI	WINGANG	SUNDAY, May 20, Daylight
SHANGHAI	WONGANG	THURSDAY, May 24, Daylight
MANILA	TAISANG	SATURDAY, May 26, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling
at Singapore and Penang.Returning from Calcutta steamers proceed to Kobe and Moji, frequently
calling at Shanghai.These steamers have excellent passenger accommodation, are fitted with
electric light and carry a fully qualified Surgeon.SHANGHAI LINE.—Sailings approximately every five days between Canton
and Shanghai, sometimes calling at Swatow.Steamers of this line have a limited amount of passenger accommodation,
and through tickets can be obtained for Northern and Yangtze Ports via
Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.MANILA LINE.—A weekly service is maintained with Manila by vessels with
good passenger accommodation, sailings from both ports every Saturday.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo,
calling at Hanoi when indentured offers.BORNEO LINE.—Two sailings per month between Hongkong and Sandakan
by steamers having up-to-date accommodation for passengers.Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan,
Tawau and Lahad Datt.TIENTSIN LINE.—A regular service is run from March to October between
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.Under Straits Government Passport Regulations. All European Passengers,
leaving the Colony for Straits Settlement, are required to produce on arrival at
destination passport with their Photographs and description signed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Tel. No. 215.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and
is fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage apply to

DAVID SASSOON & CO., LTD.

AGENTS.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD
MEDICINENever before was there anything like it, nor can its marvelous properties ever be equalled in all
cases of disease, impure blood, indigestion, the blood from whatever cause arising. No
remedy is so infallible in the system that it permeates and penetrates to the minutest capillaries,
overcoming and expelling disease, wherever and in whatever form met with removing all
kinds of humors, pimples, skin eruptions and glandular swellings, rheumatism, neuralgia and
anxiety, palpitations, etc. Its effects are almost magical in the treatment of gout, rheumatism,
sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy,
psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, gonorrhea or venereal sores, it
improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking
coughs, straining, spasmodic cough, too often the precursor of consumption.VETARZO BRAIN AND NERVE FOOD. See next insertion for further particulars.
Send stamped addressed envelope for Free Booklet, or P.D. 2/6 the Trial Bottle of either
remedy, to THE VETARZO REMEDIES CO., 40, GERRARD ST., LONDON. Unprincipled dealers
may try to sell you something else for extra profit—do not accept it, but insist on having
VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS, CHEMISTS.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY - 3/6 1/2 2/6 & 4/6

KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES

JOHN OAKLEY & SONS LIMITED
BLACK LEAD MILLS, LONDON

JOHN OAKLEY & SONS, 11, LIME STREET, LONDON, W.1

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers, Electric Light and Fans in State-rooms,
and Saloons. Excellent Cuisine.SWATOW, AMOY & FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days)

STEAMER	CAPTAIN	LEAVING
HAITAN	Capt. A. E. Hodgkins	TUESDAY, 22nd May at 12 Noon
HAIRONG	Capt. J. W. Evans	FRIDAY, 25th May at 12 Noon

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
TENYO MARU	22,000-21 knots	Wed., 23rd May
NIPPON MARU	11,000-15 knots	Thurs., 14th June
SHINYO MARU	22,000-21 knots	Tues., 19th June
PERIA MARU	9,000-14 knots	Tues., 3rd July
KOREA MARU	18,000-18 knots	Sat., 14th July
SIBERIA MARU	18,000-15 knots	Wed., 25th July

12th Class to London G8348 (£77-10-0) Return G8608 (£172)

" " " " San Francisco G8250 " " G8437-50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail
Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz,

Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed Sailing

For full particulars as to Passages and Freight apply to

T. DAIGO AGENT.

KING'S BUILDING (Opposite Blake Pier).

Telephone 291.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATE
VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	KAMAKURA MARU	12,500	FRIDAY, 8th June, at Noon
NAGASAKI, KOBE & YOKOHAMA	SHIZUOKA MARU	12,500	WEDNESDAY, 20th June, at Noon
SHANGHAI & KOBE	STANGO MARU	13,500	SATURDAY, 18th May at 4 p.m.
SHANGHAI & KOBE	KOMO MARU	18,000	FRIDAY, 18th May at 11 a.m.
SHANGHAI & KOBE	TAISEI MARU	8,000	SATURDAY, 19th May
YOKOHAMA	KASHIMA MARU	21,000	FRIDAY, 25th May at 11 a.m.
YOKOHAMA	HENTER MARU	8,000	WEDNESDAY, 30th May
KOBE	TENSHIN MARU	8,000	THURSDAY, 17th May
SHANGHAI, MOJI & KOBE	PENANG MARU	10,000	SUNDAY, 27th May

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADEIRA

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE

CALCUTTA via SINGAPORE, PENANG & BANGKOK

BOMBAY via SINGAPORE, MALACCA AND COLOMBO

Wireless Telegraphy

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via MANILA, SAN FRANCISCO, PANAMA AND COLON

For dates of departure and further information apply to

NIPPON YUSEN KAISHA

B. MORI, Manager.

Telephone Nos. 291 & 292.

INTIMATIONS

KING EDWARD HOTEL.

Central Location

ALL Electric Trams Pass Entrance.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.Telephone 373
Telegraphic Address:
"VICTORIA"J. WITCHELL,
Manager.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.,

PEDDER STREET.

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

LESSONS IN CHINESE.

MR. LILIAN FAN, a Chinese graduate versed in
Literature, has been a teacher to European
Officials and Merchants in the Colony for many years.
She has a good method of training Europeans to
pass in the Chinese examination, and is possessed
of a first rate certificate as a Chinese teacher. She
has also a good knowledge of Mandarin and Hakka.
Those who intend learning the Chinese language
are requested to write to "China Mail" Office or
direct to No. 125, Wellington Street, First Floor.
[1914]

FRENCH LESSONS

G. MOUSSION.

15, Morrison Hill Road.

AGENTS.

LONDON.—WILLIAM SLATER, 42 Great
Russell Street, W.C. F. ALLEN, 11 &
12, Clement's Lane, London, E.C.4.
E.C. T. B. BROWN, 2, St. John's
163, Queen's Road, Victoria St.,
CLARE, SON & FLATT, 85, Great
church St. E.C.4. G. STREET & CO., Ltd.,
31, Cornhill, GORDON & GORCE, 15, Abchurch Lane, E.C.4. ROBERT WATSON, 150, Fleet Street, E.C.4. MATHESON & CO., 3, St. Dunstons, E.C.4. HOLLAND, FRANK, 1, St. Dunstons, E.C.4. BETHA & CO., 3, Whitechapel St., E.C.4. MATHESON & GOSWORTHY, Ltd., 10, 11 & 12, New Bridge St., E.C.4.SCOTLAND.—FRED. L. SMITH, 8 North
St. David Street, Edinburgh.PARIS AND EUROPE. MAYNIE FRANK
& Co., 18 Rue de la Grande Balle,
Paris.NEW YORK.—T. B. BROWN, Ltd.,
Aolian Hall, West 44th Street, New
York City.SAN FRANCISCO and American Ports
generally.—BEAL & BLACK, San Francisco.

FOOCHOW.—BROOKLYN & Co.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GORCE,
Melbourne and Sydney.CEYLON.—W. M. SMITH & Co., The
Apothecaries, Co., Colombo.SINGAPORE, STRAITS, etc.—KIM
& WATSON, Ltd., Singapore.PHILIPPINE ISLANDS.—A. S. WATSON
& Co., Manila.SHANGHAI.—MORSE, KELLY & WALSH,
Ltd.JAPAN.—MORSE, KELLY & WALSH, Ltd.,
Kobe and Yokohama.

CANTON.—PAUL & Co.

THE CHINA MAIL, LTD.

6, Wyndham Street, Hongkong.

'CHINA MAIL'

OVERLAND EDITION.

THE BEST WEEKLY NEWS-
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.ORDER IT BEFORE GOING
HOME AND THUS KEEP IN
CLOSE TOUCH WITH THE
COLONY.

To-day's Advertisements

KONINKLYKE PARFETVAANT NED.
NOTICE TO CONSIGNEES.

FROM PENANG AND SINGAPORE.

THE Steamship

"JACOB"
Having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where and from the Wharves delivery may be obtained.

Cargo not cleared by 23rd May, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 23rd May, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LYN.

Agents.
Hongkong, May 17, 1917. 1904

JAYA-CHINA-JAPAN LYN.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TIRODAS"
Having arrived from the above port, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where and from the Wharves delivery may be obtained.

Cargo not cleared by 24th May, 4 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 23rd May, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LYN.

Head Office.
Hongkong, May 17, 1917. 1905

JAYA-CHINA-JAPAN LYN.

NOTICE TO CONSIGNEES.

FROM KOBE.

"TIRODAS"
Having arrived from the above port, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where and from the Wharves delivery may be obtained.

Cargo not cleared by 24th May, 4 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 23rd May, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LYN.

Head Office.
Hongkong, May 17, 1917. 1905

JAYA-CHINA-JAPAN LYN.

NOTICE TO CONSIGNEES.

FROM KOBE.

"TIRODAS"
Having arrived from the above port, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where and from the Wharves delivery may be obtained.

Cargo not cleared by 24th May, 4 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 23rd May, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LYN.

Head Office.
Hongkong, May 17, 1917. 1905

JAYA-CHINA-JAPAN LYN.

NOTICE TO CONSIGNEES.

FROM KOBE.

"TIRODAS"
Having arrived from the above port, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where and from the Wharves delivery may be obtained.

Cargo not cleared by 24th May, 4 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 23rd May, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LYN.

Head Office.
Hongkong, May 17, 1917. 1905

JAYA-CHINA-JAPAN LYN.

NOTICE TO CONSIGNEES.

FROM KOBE.

"TIRODAS"
Having arrived from the above port, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where and from the Wharves delivery may be obtained.

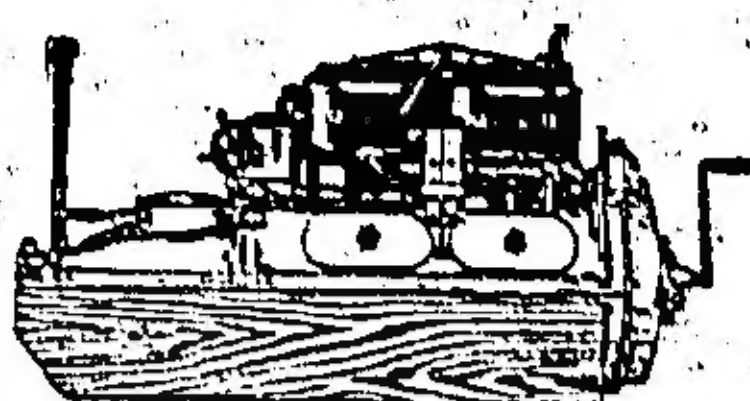
Cargo not cleared by 24th May, 4 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 23rd May, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LYN.

When you think of MOTORS
think of ALEX. ROSS & Co.



Largest Stock of Motor Cars,
Motor Cycles and Marine Motors
in Hongkong. "Everything for
Motoring."

PATELL & CO.
ORIENTAL PRODUCE
EXPORTERS.
SILK MERCHANTS,
COMMISSION AGENTS.

Agencies in
NEW YORK
SAN FRANCISCO, U.S.A.
Branches in
CANTON,
SHANGHAI,
YOKOHAMA,
BOMBAY.
HEAD OFFICE: KING'S BUILDINGS
HONGKONG

**SILIMPON (SEBASTIK)
COAL**

Under signed having been appointed
Agents for the COAL HARBOUR
COAL CO., LTD., are prepared to quote
prices for best quality SILIMPON
COAL delivered into Bunkers at SEBASTIK
OR SANDAKAN (British North
Borneo)

SILIMPON COAL compares favourably
with the better grades of Japanese
Coal and gives good results on a very
moderate consumption.

Steamers calling at SEBASTIK or
SANDAKAN exclusively for SILIMPON
COAL (either cargo or Bunkers)
are exempt from payment of all Port
charges.

At Sebastik Steamers are berthed along-
side the Company's wharf where there is a
minimum depth of 27 to 28 feet at low
water Spring Tides.

Charts of Sibuku Bay (Sebastik Har-
bour), Prices and all other information
concerning the Port can be had, on
application to the Agents.

BRADLEY & CO., LTD.,
Agents, Coal Harbour Coal
Company, Limited.
1907

**THE
LONDON DIRECTORY.**

(PUBLISHED ANNUALLY)
Enables traders throughout the World
to communicate direct with English
Manufacturers & DEALERS

in each class of goods. Besides being a
complete commercial guide to London and
the suburbs, the Directory contains lists of
EXPORT MERCHANTS

with the goods they ship, and the Colonial
and Foreign Markets they supply.

STEAMSHIP LINES
arranged under the Ports to which they sail,
and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES
of leading Manufacturers, Merchants, etc.,
in the principal provincial towns and
industrial centres of the United Kingdom.

A copy of the current edition will be
forwarded, freight paid, on receipt of
Postal Order for 20s.

Dealers seeking Agencies can advertise
their trade cards for 2s. or larger adver-
tisements from 2s.

The London Directory Co., Ltd.,
25, ABchurch Lane, LONDON, E.C.

EXCHANGE.

Hongkong, May 17, 1917.

On London

Bank Wire ... 3/4

" On demand ... 3/4 1/2

" 30 days sight ... 3/4 1/2

" 4 months sight ... 3/4 1/2

Credit, 4 months sight ... 3/4 1/2

Documentary, 4 months sight ... 3/4 1/2

On Paris

" On demand ... 3/4 1/2

" Credit, 4 months sight ... 3/4 1/2

" On New York

" On demand ... 3/4 1/2

" Credit, 60 days sight ... 3/4 1/2

" Bombay

" On demand ... 3/4 1/2

" On Calcutta

" On demand ... 3/4 1/2

" On Singapore

" On demand ... 3/4 1/2

" On Manila

" On demand ... 3/4 1/2

" On Shanghai

" On demand ... 3/4 1/2

" On Yokohama

" On demand ... 3/4 1/2

POST OFFICE NOTICES.

Particulars of outgoing and incoming
Mails will not be advertised in future.
The Post Office will forward all corre-
spondence posted by the fastest route.

LOCAL AND REGULAR MAILS

OUTWARD.

For WEEK-DAYS SUNDAYS & HOLIDAYS

Tai O ... 5.00 P.M.

Tai Po ... 10.00 A.M.

Chung Chow ... 2.00 P.M.

Shatankok Sha ... 4.00 P.M.

Sheungshui ... 4.00 P.M.

Aberdeen, Aukland, ... 5.00 P.M.

Ping Shan, ... 5.00 P.M.

Sun Tin, Stanley ... 4.30 P.M.

Canton, Samsui ... 5.00 P.M.

and Wuchow ... 5.00 P.M.

Macao ... 7.15 A.M.

... 1.30 P.M.

Kongmoon ... 8.00 P.M.

Except Saturdays

Namtan and ... 5.00 P.M.

Samsui ... 5.00 P.M.

Shamshun ... 10.00 A.M.

4.00 P.M.

**FROM SHEUNGWAN WESTERN
BRANCH P.O.**

For WEEK-DAYS SUNDAYS & HOLIDAYS

Macao ... 7.30 A.M.

... 1.30 P.M.

Canton ... 7.30 A.M.

... 9.30 P.M.

Tai Ping ... 8.30 P.M.

... 9.30 P.M.

Shek Li ... 9.30 P.M.

... 9.30 P.M.

Kongmoon ... 6.00 P.M.

... 6.00 P.M.

Kumchuk ... 6.00 P.M.

... 6.00 P.M.

Kaukung ... 6.00 P.M.

... 6.00 P.M.

Except Saturdays

In the case of Mails closing before 9

a.m. Postage closes at 6 o'clock on

the previous evening.

HONGKONG TIDES.

The tide-table given below has been
compiled at the National Almanac Office
in London from the result of the analysis
of observations taken by means of an
automatic tide-recording machine in the
Water Police Basin at Tsim Sha Tsui
during the years 1875-8-9.

The zero of the sounding in the Admiralty
Chart, which has been found to be 4 feet
3 inches below mean sea level.

To obtain the depth of water on the
tide gauge at the Victoria Naval Yard
add 3 feet 4 inches; and on the gauge
at Lamont Dock, add 10 feet
4 inches to the height given in the table.

HONGKONG REGISTER.

May 18th to 24th, 1917.

Low Water

High Water

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

Mean Time

**BURNING ITCHING
ECZEMA ON LIMB**

Awful at Times. Started With
Small Pimple. Getting Larger.
HEALED BY CUTICURA

"I had eczema on the calf of my left limb
which started with a small pimple. It was
of a wet nature and it irritated something
awful. The burning and itching was awful
at times and the water that came out would
make the linen and clothing look as if they
had been starched. The place got to be
about the size of the palm of my hand and
it kept on getting larger."

"I saw Cuticura Soap and Ointment ad-
vertised so I sent for a sample. I found it
was doing me good so I purchased more,
and in the weeks I was completely healed."
(Signed) H. Fairweather, 6, Hurst Road,
Belvedere, Kent, Eng., July 25, 1915.

Sample Each Free by Post
With 25 p. Skin Book. (Stap to cleanse
and Ointment to heal.) Address post-card
for sample: F. Newbery & Sons, 27, Char-
terhouse Square, London. Sold everywhere.

FARES FOR PUBLIC
VEHICLES.

CHAIRS.

L-In Victoria with two Bearers.

Quarter hour ... 10 cents.

Half hour ... 20 "

One hour ... 35 "

Three hours ... 70 "

Six hours ... 140 "

Day (8 a.m. to 8 p.m.) ... \$1.00

If the trip is extended beyond Victoria,
half fare extra.

Between the hours of 8.30 p.m. and 6

a.m. the above fares shall be increased
by 50 per centum.

II-Beyond Victoria, with four Bearers.

Hour ... 0.50 cents.

Three hours ... 1.50 "

Six hours ... 3.00 "

Day (8 a.m. to 8 p.m.) ... 2.00

III-In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour ... \$0.15 \$0.30

Half hour ... 0.30 0.60

One hour ... 0.50 0.80

Two hours ... 1.00 1.60

Three hours ... 1.50 2.40

Six hours ... 3.00 4.80

Day (8 a.m. to 8 p.m.) ... 2.00

RICKSHAS.

L-In the Island of Hongkong if engaged
in Victoria.

Ten minutes ... 5 cents.

Half hour ... 15 "

One hour ... 25 "

Every subsequent hour ... 10 "

Note-If the ricksha be engaged
within the City of Victoria, and be dis-
charged outside the Western part of the
City of Victoria after 9 p.m. or be dis-
charged to the East of Bay View Police
Station on the Eastern side of the City
of Victoria after 9 p.m., an extra half
fare shall be chargeable.

II-In Kowloon.

Quarter hour ... 5 cents.

Half hour ... 10 "

One hour ... 15 "

Every subsequent hour ... 10 "

III-Taipei Road.

Twenty cents shall be added
for each extra hour or part
of an hour if the driver makes
the journey to take longer
than -

To 4th mile ... 75 cents ... 1 hour.

return ... 1.00 ... 2 hours.

Beyond 4th to 6th mile ... 1.00 ... 2 hours.

single ... 1.50 ... 2 hours.

return ... 2.00 ... 2 hours.

Beyond 6th to 9th mile ... 1.50 ... 2 hours.

single ... 2.00 ... 2 hours.

return ... 2.50 ... 2 hours.

Beyond 9th to 11th mile ... 2.00 ... 2 hours.

single ... 2.50 ... 2 hours.